

seems to return to those places where, certainly, it took its origin.

**Napoleon—the Builder.**—During a comparatively short reign, this man, whom we are wont to consider merely as a warrior, executed the following astounding public works:—He constructed the great sea-basins of Antwerp, Flushing, and Cberbourg; the ports of Dunkirk, Havre, Nice, and many others; the roads of the Simplon, Mont Cénis, Mont Génèvre, and the Corniche, opening the Alps in four directions. He built the bridges of Austerlitz, Jena, des Arts, Sévres, Tours, Roanne, Lyons, Turin, Rouen, &c., and made roads throughout France, too numerous to mention. Napoleon constructed the canal which joins the Rhine to the Rhone, uniting the seas of Holland with the Mediterranean; the canal between the Scheldt and the Somme; the canal of Arles, &c.; drained the marshes of Bourgoing, Corentin, Rochefort, &c. Paris owes to him the embankment of the Seine by way of stupendous rock-built quays; an abundant supply of water, its markets, granaries, and a great number of public buildings and establishments; the grand gallery of the Louvre, the Museum of Architecture, for the formation of which a member of the Institute was sent to Sicily, to *effort* and collect parts of friezes, architraves, capitals, &c. Not to enumerate the many arches, statues, and monuments erected by him, as well as the renovation of many venerable churches and palaces.

**Glass Domes.**—The dome of the large hall of the Civil Tribunal at Brussels, which lights this huge building, has given way under the weight of snow which fell upon it from adjacent houses. Fortunately, there was no public audience there at the time.

**Gigantic Bridges.**—The Emperor of Austria has just ordered the erection of a suspension-bridge over the large (combined) arm of the Danube, near Vienna, being about the breadth of the Thames at Woolwich. As, however, several small islands and sandbanks intersect this stream of water, pillars, with stupendous freestone and granite foundations, will be erected thereon. This bridge will be a very essential complement of the great Austrian North Line, and an ornament to Vienna and its environs. Mr. Schirn, whose superior skill has been attested by the erection of the suspension-bridge over the Moldau at Prague, is the architect of this new structure. The estimated cost, to be borne by the public purse, is five and a half millions of florins—equivalent to one million English sterling value. Another bridge, of similar dimensions, will be that over the Vistula, on the Prussian Eastern Line from Berlin to Königsberg. It will be the most extensive bridge-structure in the world,—that over the Lagoon, at Venice, not excepted. The estimated cost will be four millions of dollars,—equalling, as well, a million of English currency.

#### RATING ASYLUMS, &c.

On the 29th ultimo, the senior sister of a Roman Catholic Asylum, in Fulham Lane, for the reception of erring females of all denominations, appealed against a poor rate levied by the parish of Hammermith. The asylum is conducted by nuns. The parties received into the asylum are employed in needle-work and washing, from the profits of which the institution is principally supported, and the appellant claimed exemption on the ground that as a charitable institution, the managers of which had no individual benefit accruing to them, it was not rateable.

In support of the appeal, Mr. Bodkin cited the case of the Queen v. Shee, the President of the Royal Academy, wherein it was held that the defendant, having no exclusive residence in the Royal Academy, was not liable to be rated. It was also shown, that the asylum was exempt from Government assessments, water rate, or window tax.

For the respondent it was contended that the appellant was rateable, she being the manager of the institution, and was deriving actual benefit from the proceeds of the industry of the inmates.

The assistant judge said, he thought the senior sister, or appellant, had no more interest in the institution than any other inmate, and therefore would disallow the rate.

#### LONDON.

A MORNING contemporary of the daily press the other day was informed by a correspondent, "that the Commissioners of Woods and Forests have definitively resolved that the Wellington Statue shall remain on its present site, and that the workmen employed at the Triumphal Arch at Hyde Park-corner will commence removing the scaffolding to-day." The wish, however, of this correspondent, must have been father to his information, for almost the very next day (1st February) came the counter-information of Lord Morpeth himself, in the House of Commons—responsive to Captain Polhill's "wish to learn whether the noble lord was prepared to give any information to the House on the subject,"—that "the Government have signified their wish to the Sub-committee of the Wellington Statue that it should be removed from the place which it occupies."—Government have also, on the other hand, quite decided on not removing Westminster-bridge.—The extension of the electric telegraph, now in course of deposition under the principal thoroughfares, to the several fire-brigade stations, is about being taken into consideration by the authorities. The instantaneous intelligence it would communicate to the fire-preventive force throughout the metropolis will doubtless result in the saving of much property and life. The wires on their way from the south-western station to the central office [in the Strand, still talked of seemingly, although it was alleged, some time since, that this point as a central office was abandoned] has reached Lancaster-place; three weeks having been spent in crossing Waterloo-bridge.—Friday week a Court of Sewers for the limits of the Holborn and Finsbury division was held at the office of the commissioners, at which it was resolved to construct the following new sewers:—In John-street and Rodney-street, Pentonville, 980 feet long; in Penton-street, &c., 1,020 feet long; in Castle-street, Finsbury, 230 feet long; in Compton-street, Clerkenwell, 790 feet long; in Turnmill-street, Clerkenwell, 230 feet long; and an outlet sewer at the north end of the Liverpool-road, and in Henry-street, Hampstead-road, a length of 1,400 feet. The Court then took into consideration, and agreed to, the propriety of a further extension of the sewer towards Holloway, commenced at the termination of the City sewer in 1839, and which had been carried beyond Ball's-pond. It was now proposed to form a tunnel sewer to Holloway, 6,100 feet long, which would cost 7,300l.; and a branch one from it, 2,500 feet in length, at a cost of 3,000l. Mr. Rowe's, the surveyor's, annual report was read, from which it appeared that 35,038 feet of sewers had been formed last year; and that 100 miles had been practically flushed.—The dilapidated balustrade on the Adelphi-terrace, which has for some time past been in a very dangerous state, was yesterday (Wednesday) we observed in course of removal. It is to be replaced by a light iron palisade.—The new church of St. Andrew, Marylebone, of which we recently gave an engraving, was consecrated on the 28th ult. according to previous notice.—The Marylebone vestry have been organizing their forces in opposition to the Regent's Canal Railway scheme, the strongest objections to which appear to be grounded on the threatened abolition of the exclusiveness or seclusiveness of the vicinity, as urged in a report, by their committee, and on complaints such as that of Mr. Edwin Landseer, that from the opening of a tunnel at the bottom of his garden, and the annoyance of the noise of the engines and the whistles, the loss of a portion of his garden, &c., he would probably be obliged to quit the vicinity, and erect a studio elsewhere, while his brother's house would be completely undermined, and he also of course compelled to remove. Cases of personal inconvenience such as these will no doubt occur, and all due allowance be made for them, both as to number and degree, in considering the relative merits and advantages, or demerits and disadvantages, of such a scheme; and Lord Morpeth has promised that he will do so "both legally and morally, and then decide, upon the principle of justice."—The salubrity of the district of Kensal New Town was held to be endangered, as our readers may remember, by the proposed erection of the Kensal-green Gas Works, in which

cannel coal is to be used, for the improvement of our metropolitan gas, and for the consequent removal of what is at present a nuisance of a far more general and extensive order than the mere erection, in any one locality, of gas works, especially one of this description, in which, as we have already observed (vol. iv. p. 608), effectual means of a novel and still secret, though patent order, are to be adopted for the prevention of all noxious exhalations in the preparation of the gas. The Chancery case alluded to in our previous notice of this project was before the Court on the 1st instant, on some point of law, when the leaning of the Lord Chancellor appeared to be plainly in favour of the company. His lordship declared the Master of the Rolls to have rightly declined to grant the injunction asked, the plaintiff having failed to make out any case for the interposition of the Court. The whole difficulty had arisen by the defendants' declining to disclose the secret of their patent, a disclosure which, as his lordship observed, no sensible man would make, and which no one had any right to insist on.—In the Court of Queen's Bench, on the 28th ult., in the indictment v. Flockton and three others, for having erected a nuisance in the river Thames, called the Waterman's Floating Pier, at Paul's-wharf, near Blackfriars-bridge, the Court adjudged the defendant Flockton should pay a fine to the Queen of 25l., and the other defendants 1l. each, and that they be severally imprisoned until the fines be paid. The defendants had pleaded guilty, but that there were a great many piers on the river of the same nature as that complained of, and in particular that the corporation itself had erected at Blackfriars-bridge a permanent wharf which projected into the river much farther than the pier erected by the defendant. Arguments of this nature, however, could not be listened to by the Court.—The twenty-third (or seventeenth) annual report of the Commissioners of Woods, Forests, Land Revenues, Works, and Buildings, of date 27th August, 1846, has just been issued in a printed form. The report itself is only nine folios in length; but the appendix, like a lady's postscript, is in truth the body and substance of the whole communication, being itself no less than eighty folios in length. It contains, amongst other particulars of course, an account of the progress of the metropolitan improvement carried on under the authority of the Woods and Forests. We have already anticipated much of what might have been extracted from this report, so far as relates to the state, previous or subsequent to August last, of various lines of thoroughfare, such as that from Coventry-street to Long-acre, Oxford-street, to Holborn or New Oxford-street, &c.; but there are various items of interest which we may here note. Thus from Appendix, No. 20, it appears that the property purchased up to January, 1846, for the purpose of carrying out these lines of thoroughfare, cost, for the New Oxford-street line, 287,155l.; Bow-street to Charlotte-street, Bloomsbury, 96,408l.; the Coventry-street line, 179,543l.; the line from London-docks to Spitalfields, 136,241l.; from East Smithfield to Rosemary-lane, 18,256l.; in all 717,604l.; and that there still remained purchases to be made to the extent of 10,813l. From Appendix No. 23, it appears that the total paid or agreed to be paid for property required for the formation of Victoria-park, amounted to 86,873l.

#### INSTITUTION OF MECHANICAL ENGINEERS.

—The new Association held their first meeting at the Queen's Hotel, Birmingham, on Wednesday week, for the purpose of enrolling members, agreeing to rules for the government of the society, and electing officers for the ensuing year. Mr. George Stephenson was elected president by acclamation, and on taking the chair delivered a short address, in which he adverted to the difficulties of his own early career, and encouraged young engineers to proceed earnestly and endeavour to check the present strong continental opposition. Messrs. Beyer, McConnell, and Miller, were appointed vice-presidents; Messrs. Hunter, Fothergill, Buckle, and Cowper, the council. A general meeting of members is to be held quarterly. After the business meeting was concluded, a festive gathering of the members took place, and was also presided over by Mr. Stephenson.